

## Our First Showing Of New Fall Styles

### ===== In Men's And Boys' Clothing =====



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### BE AN EARLY BIRD

and attend our first showing of the new Fall styles. All our previous efforts have been-out-done, and when you come you will be in the midst of the largest and best chosen gathering of men's and boys' clothing ever assembled in Hickman. Late buying will not be advantageous to you nor to us; so **BE AN EARLY BIRD** and make your selection from a complete and unbroken stock. You, and your friends, are cordially invited--whether you come to buy or "just to look"--you'll be welcome.

### Hart Schaffner & Marx Clothes

—represent the highest type of clothing styles, hand tailored, perfect fit and absolutely all wool with no sign of a cotton thread. It pays to make and sell and wear such clothes; pays the wearer most of all. We want YOU for a customer, and the surest way to make you one is to sell you a Hart Schaffner & Marx suit. Come in and see them.

**Prices \$18.00 to \$25.00**

#### Fall Suits at Popular Prices

See our very extensive line at popular prices. All the season's newest fabrics represented in solid and fancy effects; modeled in the same fashion as our higher grades. Make your selections early. **Prices \$8.50 to \$18**

#### Young Men's Fall Suits!

Our Fall Suits for young men are splendid examples of high class tailoring, made on the same lines as our high class men's suits, and at such patterns as appeal to young men. **Prices \$8 to \$15**



#### Considerably Ahead

We can prove our claim that we lead this town in our Boys' Department. Take our clothing--the famous—"PERFECTION" Its make is strong for service--reinforced where wear comes--shapely and stylish. For little and big boys. **Prices \$1.50 to \$7.50**

#### New Fall and Winter Shoes



We know our line of Men's fine shoes for the coming Fall and Winter surpasses that of any former season. The stock is much larger hence a greater range of styles. You will find all shapes from the sharp toe for the young men to the wider shapes for older persons, and all leathers. Patent Vici, Patent Colt, Vici Kid, Box Calf and Gun Metal, made in bal. and Blucher styles.

#### Three of the Best Makes

"Florsheim"	"Crossett"	"Abbot"
\$4.00 to \$6.00	\$3.50 to \$4.00	\$3 to \$3.50

#### New Neckwear

The large shipment of Fall neckwear received this week includes every new shape and coloring. You well know how quickly neckwear is picked over, so come early and lay in a supply for Fall.

**Prices, 25, 35 and 50c**

#### Furnishings

Buy your furnishings early and get it off your mind. New things in SHIRTS, HOSIERY, UNDERWEAR, &c.

#### —The Popular—

#### "BEAVER"

Best hat that can be produced for \$3, made of finest selected beaver fur felt, finest silk trimmings, plain or bound edge, in all the new and nobby, soft and stiff shapes, at—

**\$3.00**

Other grades in similar shapes and styles at—  
**\$1.00 to \$2.50**

#### Boys Hats

In the new telescope shape. The most popular style for fall. Black and pearl at \$1.00 to \$2.00.



#### CAPS

We received this week a new lot of boys caps in the new shades and colors. Price 25 to 75c.

HICKMAN, KY.

# SMITH & AMBERC

HICKMAN, KY.

#### Two Cent Fare on Railroads, New Ohio Law.

While it may be several years or possibly several decades too soon for the two-cent railroad passenger fares in the South the tendency toward a general adoption of a two-cent basis for passenger fares on the roads of the Mississippi and north of Ohio is clearly evident and that it will become the basis in this territory within a few years is the belief of many experienced railroad business men.

An important factor toward the reduction of railroad passenger fares is the rapid growth of the interurban trolley car lines which now form a part of the net-work in many Northern and Eastern states, and in some are making serious inroads upon the passenger business of the railroads.

It will perhaps be surprising to know that in Connecticut the trolley roads carry more passengers than the steam roads, and it is well known that the rates of fare are much cheaper.

According to the annual report of railroad commissioners of Connecticut the electric roads carried over 50 per cent more passengers in 1905 than the steam lines. The steam roads carried 64,403,149 passengers and the trolleys 102,849,160. The steam roads injured 790 persons, 184 fatally, while the trolleys injured 465, 28 of them fatally. The total stocks, bonds and floating debts of the trolley companies amounted to \$68,048,532, an increase of \$12,000,000 over the previous year.

Thus a comparison may be made of the passenger business of the two

kinds of roads to the advantage of the electric roads and the people on account of the convenience of travel afforded and the cheapness. The average rate per mile on electric roads is less than two cents, and in many instances one cent per mile is the regular fare. That this is not too little is proven by the great financial success of these electric lines and their rapid spread all over the United States.

The railroads are watching the growth of the electric roads in many states with some alarm and wherever the state railroad commissioners will allow them they meet the reduced passenger rates between certain points.

In the case of an electric line connecting two large cities in Texas, the general passenger agent of a railroad line between the two cities

announced that he would cut the fare on his road from one dollar to ten cents if the electric line made the fare too low. The fare now in force on both the electric and the steam road is two cents per mile between the two cities, but the steam road is allowed by the Texas railroad commission to sell a five-hundred-mile book good only between these points at \$5, which gives the railroad the advantage so far as regular business is concerned.

So it may be deduced that the electric roads will be the greatest medium for bringing about the reduction of railroad fares. Since the new railroad rate law went into effect a great deal of free and reduced transportation is cut off and the beneficiaries of such have not yet been heard from, but a howl is expected sooner or later, and the

howl will be attended by a demand for lower passenger rates on the railroads.

The new Ohio two-cent law, which was at first thought to be entirely too radical, is found to be working admirably and the railroads are actually reporting an increase in passenger earnings. Railroads that cross Ohio and run into other states did not at first like the idea of a two-cent rate, and were prepared to hear that it didn't work, but they now find out differently, and are actually preparing to reduce their rates in other states.

The Pennsylvania road was the first to announce the reduction policy and now rates are two and a half cents per mile on that road in Pennsylvania, with 1,000 mile books sold at two cents per mile. The Vanderbilt lines are expected to

follow, and other states are expected to fall in line very soon with Ohio on the two-cent fare proposition.

Abe Walker, a negro charged with violating the local option law at Crosno, was last Saturday tried before a justice of the peace here and convicted. He was fined \$500. In default he was placed in jail and shortly afterward, with ball and chain decorating a foot, went to work on the rockpile. When Jailer Cobb happened around that way again in about half an hour Walker had disappeared. With a rock he had beaten the chain in two, and with a short bit of it hanging to him had taken his departure. From that time to this he has not been, so far as the officers know.—Charleston Enterprise.

Wonder if this is Union City's Abe?